

# The Hongkong Telegraph.

No. 262.

SATURDAY, NOVEMBER 25, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

ARE now showing a Large and Varied Assortment of

T O Y S.

Comprising:

ENGLISH AND FRENCH DOLLS.

NOVELTIES IN MECHANICAL TOYS.

NEW BRICKS AND PUZZLES.

AUTOMATIC CHARIOTS AND WAGONS.

ROCKING AND SPRING HORSES.

CUBES AND MOSAIC BUILDING SETS.

DRUMS, CYMBALS, AND OTHER MUSICAL INSTRUMENTS.

CHILDREN'S TEA AND TETE A TETE SETS.

PERCUSSION GUNS AND RIFLES.

SWORDS AND HAPPY FAMILIES.

CHRISTMAS TREE ORNAMENTS

IN VARIETY.

&c., &c., &c.

LANE, CRAWFORD & Co.

Hongkong, 10th November, 1882. [296]

## Insurances.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ... Tls. 420,000.00

PERMANENT RESERVE ... Tls. 230,000.00

SPECIAL RESERVE FUND ... Tls. 200,553.95

TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882 ... Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. PINKVOSS, Esq. | Wm. MEYERINK, Esq.

A. J. M. INVERARAY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not), in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 13th May, 1882. [53]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL TAELS 600,000, EQUAL \$833,333.33

RESERVE FUND ..... \$70,858.27

BOARD OF DIRECTORS.

LEE SING, Esq. .... LEE VAT LAU, Esq.

LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [60]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1882. [457]

## NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED ..... \$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [31]

## To be Let.

NO. 4, OLD BAILEY STREET.

NO. 6, QUEEN'S ROAD CENTRAL,

steely occupied by PACIFIC MAIL STEAMSHIP COMPANY.

NO. 8, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 1st November, 1882. [74]

STORAGE.

THE Undersigned are prepared to take Goods on STORAGE at their GODDOWNS. Enquiries from Persons and Other Trade Central TERMS MODERATE.

Apply to ROSE & Co.,

31 and 33, Queen's Road.

Hongkong, 30th June, 1882. [606]

## Auctions.

### PUBLIC AUCTION.

M. R. J. M. GUEDES has received instructions from the MORTGAGEE to sell by Public Auction, on MONDAY,

the 27th November, 1882, at 2.30 o'CLOCK P.M., at the Premises—

A VALUABLE LEASEHOLD PROPERTY

Situate in Jersey Street and Morrison Street, Victoria, in the Island of Hongkong.

Comprising:—

All that Piece or Parcel of GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of INLAND LOT Number 162, with the Three well built MESSUAGES, or SHOPS thereon as the same Piece or Parcel of GROUND is held for the residue of a term of 75 years created thereby in a Crown Lease dated the 21st July, 1845.

The Premises will be offered for Sale in three

Lots and will be sold subject to the existing lettings thereof respectively and to the payment of due proportions of the Crown Rent and to the performance of the Crown Covenants payable and to be performed in respect thereof respectively.

For an inspection of a Plan of the Property and for Further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,

Solicitors for the Mortgagee,

Hongkong,

or to

J. M. GUEDES,

Auctioneer,

Hongkong.

Hongkong, 20th November, 1882. [764]

### PUBLIC AUCTION

OF

VALUABLE EUROPEAN DWELLING HOUSES, IN POKPOOLUM ROAD.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on

WEDNESDAY,

the 29th day of November, 1882, at THREE P.M., on the Premises—

ALL that PIECE or PARCEL of GROUND Registered in the Land Office as INLAND LOT No. 797, measuring on Pokpoolum Road 349 feet, on Inland Lot No. 766, measuring 105 feet, on Third Street 220 feet, on Inland Lot No. 798, measuring 314 feet, or containing in the whole 60,955 square feet.

Together with the FOUR SUBSTANTIALLY BUILT EUROPEAN MESSUAGES with GARDEN, &c., attached, which will be Sold in Four Separate Lots, also 14 CHINESE HOUSES erected on the Third Street.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,

Auctioneer,

Hongkong,

Hongkong, 17th November, 1882. [756]

### PUBLIC AUCTION.

In pursuance of instructions from the MORTGAGEE,

M. R. J. M. GUEDES will sell by Public Auction, on

FRIDAY,

the 1st of December, 1882, at 3 P.M., at the Premises,

That Valuable Leaschold Property Comprising SECTION D of MARINE LOT NO. 16 and SUBSECTION 3 of SECTION A of MARINE LOT NO. 164, with One Capital HOUSE thereon, being tenement No. 11, Mercer Street.

The Premises are held from the Crown for the residue of the term of 981 years, and will be sold subject to the existing tenancies and lettings thereof and to a proportionate part of the Crown Rent.

For Further Particulars of the Property and Conditions of Sale, apply to

J. M. GUEDES,

Auctioneer,

Hongkong,

Hongkong, 20th November, 1882. [766]

### PUBLIC AUCTION.

BY THE

UNDERSIGNED AUCTIONEER,

on SATURDAY,

the 2d of December, 1882, at 3 P.M., at the Premises,

All that Piece or Parcel of GROUND situate at Victoria, Hongkong, measuring on the North 77 feet 3 inches, on the South 70 feet, on the East 47 feet, and on the West 46 feet, and registered in the Land Office as INLAND LOT No. 359. Together with the 6 HOUSES thereon known as Nos. 1, 2, 3, 4, 5, and 6, Fat Hing Street.

The Premises are held from the Crown for the residue of the term of 999 years and will be sold subject to the Yearly Crown Rent of \$30.21 and to the existing tenancies and lettings thereof.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,

Auctioneer,

Hongkong,

Hongkong, 20th November, 1882. [777]

### PUBLIC AUCTION.

BY THE

UNDERSIGNED AUCTIONEER,

on SATURDAY,

the 4th of December, 1882, at THREE P.M., at the Premises, comprising—

THOSE SEVERAL PIECES or PARCELS of GROUND situate at Victoria, Hongkong, known and Registered in the Land Office as the Remaining Portion of Section E of Marine Lot No. 4, Section F of Marine Lot No. 4, and Subsection 1 of Section A of Marine Lot No. 4. Together with the 11 HOUSES, Nos. 3 to 13, inclusive theron.

The aggregate Yearly Crown Rent of the Premises is \$58.80.

The Premises will be sold subject to the existing tenancies thereof.

To view a plan of the Premises, and for Further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,

Solicitors for the Mortgagee,

or to

THE AUCTIONEER.

Hongkong, 20th November, 1882. [768]

## Intimations.

### SAYLE & CO.'S SHOWROOMS.

### SAYLE & CO.

WE ARE NOW SHewing EX "RECENT ARRIVALS."

ALL WOOL SCOTCH PLAIDS, AT 45 CENTS PER YARD.

LADIES FUR-LINED CLOAKS FROM \$12 to \$80 EACH.

CLOTH AND MATALESC DOLMANS, MANTLES, AND JACKETS, IN NEWEST SHAPES.

NOVELTIES DIRECT FROM PARIS IN:

MOIRE, BROCHE, OTTOMAN, AND SURAT DRESS SILKS.

LADIES SILK AND SPUN SILK HOSE IN EVERY COLOUR.

# THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 25, 1882.

## Intimations.

### CHRISTMAS AND NEW YEAR CARDS.

SEASON 1882-3.

A. S. WATSON & CO.

INSPECTION is invited of our Collection of CHRISTMAS AND NEW YEAR CARDS which have been carefully Selected in London from the Stocks of various makers.

THEY INCLUDE CHROMO LITHOGRAPHS  
FROM

MARCUS WARD AND DE LA RUE,  
HAND PAINTINGS  
ON

CARD, IVORY, OAK AND IVORINE  
AND

OTHER NOVELTIES.  
A. S. WATSON & CO.,  
CHEMISTS, PERFUMERS, &c.  
HONG KONG DISPENSARY,  
HONGKONG. [43]

NOTICES TO CORRESPONDENTS,

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

DEATH.

On the 11th October, at West Cowes, Isle of Wight, LUCY, wife of Captain George Hopkins of Hongkong.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, NOVEMBER 25, 1882.

We have received a copy of the prospectus of "The China Shippers' Mutual Steam Navigation Company, Limited," which has been recently formed with the object of acquiring and working a fleet of high-class steamships to trade between Great Britain and China, Japan, and the Straits Settlements. This new concern, which has been incorporated with limited liability under the Companies Acts of 1862 to 1880, whereby the liability of shareholders does not exceed the value of their shares, proposes to spring into existence with a capital of one million pounds sterling, divided into fifty thousand shares of £20 each; the first issue of scrip, to amount to half a million, in twenty-five thousand fully paid up shares. It is stipulated in the prospectus that one pound per share is payable on application, a similar amount on allotment, three pounds per share on the 1st of next March, and the further calls, which are not to exceed five pounds per share, are not to be made at less than three months' intervals from that date. The Board of Directors includes several well-known names in the commercial world, and, amongst others, that of Mr. H. H. NELSON, lately local manager of the Chartered Merchantile Bank, who, it will be remembered, was for some time Chairman of the China Traders' Insurance Company, and Vice-Chairman of the Hongkong Chamber of Commerce.

Time will not permit us to-day to deal independently with the *rationale* and prospects of this new enterprise as fully as we could wish; however, we may shortly find an opportunity of dealing practically, and at length, with the anticipations sketched out by the promoters. In the meantime we present a summary of the views of the Board of Directors, which are very exhaustively set forth in the prospectus. It appears to be the opinion that there is a large and increasing trade between China, Japan, and the United States—in addition to the traffic between Britain and the Far East already mentioned—which the China Shippers' Mutual Steam Navigation Company would promote and participate in. It is also stated that the distinctive feature of the Company will be the introduction into its business of that mutual or co-operative principle which, it seems, has been applied with such marked success to corporate enterprises in the East, and through the working of which, in this particular

undertaking, the contributors of freight, being shareholders, will become *pro rata* participants in the profits of the carrying trade. In illustration of the successful working of this principle, it is considered only necessary to point to the large dividends and returns on contributions paid by the Insurance Offices in China. The promoters of the new shipping Company are therefore confident that its application to shipping will prove equally successful.

A secondary, but highly important end which, it is claimed, the establishment of this Company will secure, is the liberation of shippers from the imposition of conditions adverse to their interests. A liberal course of management, based on the identity of interest of shippers and owners, is promised, and will, no doubt, be pursued so far as circumstances will allow.

It is further stated that the promoters of the Company are merchants, bankers, and others engaged in the Eastern trade, controlling an amount of cargo amply sufficient to maintain a foreightly line of steamers in active employment; and it has been estimated that this support and the average rates of freight would enable the supporters of the Company and the general body of shareholders to participate in the large profits which the China steam carrying trade is reported to yield. The prospectus points out, that being committed to no kind of contract or undertaking, and unembarrassed by the ownership of costly, but unsuitable vessels, the Company will be free to acquire, under the most experienced advice, by purchase, by charter, and, speedily, by building, a fleet of steamers adapted in every respect to the requirements of the trade. It is further claimed that the advantages extended to shippers by a system which secures to them a *pro rata* return on freight contributions, are so great and so obvious that a progressive increase of the Company's business may be confidently relied on, especially among the Chinese, whose keen commercial instinct, and the confidence in European undertakings based on the mutual principle which a long and favourable experience has taught them to feel, will, it is believed, combine to attract and retain their support to the Company. For the stability and extension of the Company's business, the compiler of the prospectus is of opinion that it is not necessary to point to indefinite prospects or a distant future. The present magnitude of the China and Japan trade (the gross freight of which is estimated at over £3,000,000 per annum) and its natural increase are supposed to afford ample guarantees for both; while the soundness of the mutual principle, and the volume of the business controlled by the promoters and their friends, will provide the most solid bases for the Company's operations.

As a special inducement, we presume, it is stipulated that the first charge upon the Company's profits in each year, after paying all expenses and putting aside a sufficient sum for Depreciation and Boiler-Fund or Reserve, will be a payment to the shareholders of a dividend of 10 per cent on the amount paid up on their shares. Of balance, three-fourths will be divided ratable among contributors of freight holding not less than five shares, and one-fourth among the shareholders generally. In London, Hongkong, Shanghai, and other large seats of trade, the Company's business will be conducted by its own staff so soon as the necessary arrangements can be made; and as the Directors fully realize the vital importance of having experienced and efficient management, they are making provisional arrangements with gentlemen thoroughly conversant with shipping, and with the working of this particular trade.

It is distinctly stated that no promotion money has been or will be paid, and that all discounts, allowances, &c., will return to the Company.

Broadly stated, the above are the principles on which this China Shipper's Mutual Steam Navigation Company, Limited, will become an important factor in a wide field for commercial enterprise. The prospects, judging from the hopes indulged in by the promoters, appear of a most brilliant character. To use the exact phraseology of the prospectus:— "So far as the promoters are aware, no steam-shipping enterprise has ever been established under such favourable auspices, or on so sure a foundation; and whilst the Company is formed in no invidious spirit of rivalry with existing lines, the promoters are confident of the superior advantages which they enjoy in the prosecution of the trade, and firmly rely on these in submitting their undertaking to the judgment and support of the public." It remains to be seen whether the public will endorse with their support the rosy views of the Directors, and time alone can show if the sanguine anticipations now indulged in are well founded. So far as we are able to judge from a somewhat imperfect and necessarily brief review of the Company's plan of operations, we are rather favourably impressed; however, it is better that we should reserve our remarks until we are in a position to deal practically with the whole business.

## TELEGRAMS.

LONDON, 24th November.  
SIR THOMAS WADE AND THE "PALL MALL GAZETTE."

Sir Thomas Wade denies the statement in the *Pall Mall Gazette* that he will not return to China.

FRANCE ON THE CONGO RIVER.  
The French Chamber of Deputies has passed the bill for the ratification of the treaty acquiring territory on the Congo river.

SICKNESS AMONGST THE BRITISH TROOPS IN EGYPT.  
Twelve per cent. of the British Troops in Egypt are sick.

## LOCAL AND GENERAL.

THE telegrams in the Indian papers received by English Mail last night, are almost entirely devoid of interest, and most of them have already appeared in our columns.

SAVES the Shanghai *Mercury* of the 18th inst.—The comet was visible this morning for the first time for the last ten days; it has been obscured all that time by the clouds. It has considerably diminished in size and brightness.

WE are requested to remind the public that a bazaar in aid of the funds of the Society of St. Vincent de Paul will be held in the hall of the Catholic Circle to-morrow at one o'clock. As the object of this bazaar is a most creditable one, we trust the efforts of the promoters to ensure its proving a success will be fully realised.

WE observe from home papers that hostilities are again expected in Afghanistan. According to reliable information received at St. Petersburg, the Company will be free to acquire, under the most experienced advice, by purchase, by charter, and, speedily, by building, a fleet of steamers adapted in every respect to the requirements of the trade. It is further claimed that the advantages extended to shippers by a system which secures to them a *pro rata* return on freight contributions, are so great and so obvious that a progressive increase of the Company's business may be confidently relied on, especially among the Chinese, whose keen commercial instinct, and the confidence in European undertakings based on the mutual principle which a long and favourable experience has taught them to feel, will, it is believed, combine to attract and retain their support to the Company. For the stability and extension of the Company's business, the compiler of the prospectus is of opinion that it is not necessary to point to indefinite prospects or a distant future. The present magnitude of the China and Japan trade (the gross freight of which is estimated at over £3,000,000 per annum) and its natural increase are supposed to afford ample guarantees for both; while the soundness of the mutual principle, and the volume of the business controlled by the promoters and their friends, will provide the most solid bases for the Company's operations.

WE take the following sporting paragraph from the Shanghai *Mercury*:—Presto has been sold for Tls. 500 and goes to Foochow peer steamship *Pehchihli*. In the same steamer go about fifteen more race ponies: Allegro, Plizicato, Gang Forward, and a griffin from Mr. Bill's stable; Wild Waif, Wild Earl, and two griffins from Wild Harry's stable; there are also Helios and four more from Mr. Henry's stable. The two contingents will probably go by next steamer. Our Foochow friends are likely to have a bumper meeting.

THE *Gazette d'Italia*, a Roman journal, learns that the British Government has manifested the intention of occupying the port of Massanah, in the Red Sea. "The ostensible object of this occupation," it adds, "is to establish a coaling station there for English vessels, utilising the rich mines of the Abyssinian mountains; but England really aims at taking possession of that important outlet, which, besides being the commercial key of vast regions, is of considerable strategic importance." Should this news prove true, the *Gazette d'Italia* remarks that it would be a fatal blow to the Italian colony at Assab.

THE *Straits Times* of the 4th instant says:—"Some preliminary proceedings in the action for libel at the instance of Mr. T. Cargill, municipal engineer, Singapore, against the publisher (Mr. J. F. Hansen) and the editor (Mr. J. Carmichael) of the *Straits Intelligence* will occupy the Supreme Court on Monday forenoon, commencing at 11 o'clock." Our Shanghai contemporary observes:—"The editor referred to above formerly belonged to the *Courier*. He left this port very suddenly, leaving many enquiring friends behind." This Mr. Carmichael is the person who, after blackguarding Baudmann in grand style both in Shanghai and Hongkong, opened his bosom to the tragic humbug, and became sponsor for a scurrilous article in the *Intelligence* attacking the Editor of the *Telegraph*, when that gentleman was—so to speak—Baudmann and Carmichael's elegant language—"behind the bars." However, we trust Carmichael—who has been sling mud around in grand style in Singapore—will get safely over his libel difficulties. Our little account against the larrakin can wait for it is of a nature which can only be settled at a personal interview.

WE append an extract from the *China Mail* which shows how that wonderful journal creeps out of the responsibility of an ignorant, and maliciously false paragraph which appeared in its issue of Wednesday last. It was authoritatively stated by the religious paper, that an illicit trade in gunpowder was being carried on, through the medium of the steamers of the Hongkong, Canton, and Macao Steamboat Company, between Macao and this port; such traffic having for its especial aim the supply of ammunition for the Triad Society in their supposed machinations against the Chinese Government. The statement was so absurdly ridiculous that we did not even consider it worth while to allude to it; however, the Secretary of the Steamboat Company deemed it advisable to politely inform the *China Mail* that its wonderful discovery of an illicit traffic and a dangerous conspiracy was all fudge. And accordingly the evening journal "crawls" in the following style:—"Mr. da Costa, the Secretary of the Hongkong, Canton and Macao Steamboat Company, has assured us, no gunpowder or other explosives are shipped by their steamers from Macao. Of course we had the slightest intention of saying that the Company accepted dangerous goods knowingly, but still goods of this description might have been conveyed in the steamers. Our purpose in writing the paragraph in question was to put the authorities and others interested on their guard, and not to alarm those interested in the Hongkong, Canton, and Macao Steamboat Company. We have no doubt that the careful officers of the Company will exercise still greater care in future in the class of goods which they are called upon to carry."

A TELEGRAM from London, published in another place, states that Sir Thomas Wade denies the statement in the *Pall Mall Gazette* that he will not return to Peking. Probably Sir Thomas Wade knows his own affairs best, but as it has been generally understood in well-informed political circles for some considerable time past that His Excellency's return to China was, to say the least, decidedly uncertain, this denial must be taken for what it may be worth.

AN inspection parade of the Government and European Volunteer Fire Brigades will be held at the Central Fire Brigade Station at half past three p.m. on Tuesday next, when the steamers of both Brigades will adjourn to the Fire for exercise in squatting, &c. Ladder and fire-escape drill will also be exhibited to the gaze of an admiring native public. Mr. Creagh will doubtless on this occasion initiate the red-shirts into the *modus operandi* of London Fire Brigade movements.

FOR refusal of duty and being drunk and disorderly on board, William Brady, a fireman on the steamer *Eding*, was sentenced this morning by Captain Thomas to three days' hard labor. Brady, who joined the steamer in Australia in September, went, it appears, to the Chief Engineer on Thursday in a state of intoxication, and asked for his discharge, saying he would not do any duty, also making use of insolent and offensive expressions. When up before the Marine Magistrate yesterday, Brady was under the influence of fire-water, and to-day he said he had no boots or clothes, and the captain would not give him any, although about £10 was due to him. He was willing to go back to his duty, but he could not work without clothes. The Captain said he had not given the defendant money or clothes since arrival here three days ago, nor had he asked for either. We certainly think it would not be conducive to either health or comfort to work in a hot engine room in *puris naturalibus*, unless one had a hide like the rhinoceros, which evidently Brady has not, or he would not feel the want of habiliments so keenly as he appears to do. We hope the poor man will be provided with an outfit when he emerges from Victoria Hotel.

THE *Daily Press* of this morning says:—"With reference to the paragraph in the *Pall Mall Gazette* telegraphed by Reuter, upon which we commented yesterday, we are informed on sufficient authority that so far back as July last satisfactory assurances were received here that Sir John Pope Hennessy would not return to this Colony as its Governor. These assurances, given privately and unofficially, were substantially confirmed by the official announcement that the Governor's leave of absence had been extended to the end of his term. The public therefore need be under no apprehension about the return of any official capacity to this Colony of one who for five years so disturbed its peace and maladministered its affairs. To suppose that Sir J. P. Hennessy will succeed Sir Thomas Wade at Peking, as the *Pall Mall Gazette* seems to suggest, would be to ignore the traditional policy of the Foreign Office, and the suggestion may be dismissed with a smile at the ingenuity which inspired it." Our contemporary's assertion to the effect that it was officially known here in July last that Sir John Pope Hennessy would not return to Hongkong as its Governor, is absolutely false. We are in possession of irrefragable evidence from independent sources that the Governor's prolonged sojourn in England was not decided on until September. Further, we can state that it was the opium question, and that alone, which caused His Excellency to delay his return to the Far East. The *Daily Press* and its political supporters (if it has any, which is exceedingly doubtful) are quite at liberty to smile at the *Pall Mall Gazette*'s ingenuity; but all the while that Sir John Pope Hennessy would not return to Hongkong as its Governor. These assurances, given privately and unofficially, were substantially confirmed by the official announcement that the Governor's leave of absence had been extended to the end of his term. 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NEWS BY THE ENGLISH MAIL.

The Peninsular and Oriental S.N.C.'s steamer *Suisse*, Captain A. H. Johnson, with the London mails of the 20th ulto, arrived in harbour last evening. We take the following items from the *London and China Express* of October 20th.

Some special plant for boring heavy ordnance has recently been shipped to the order of the Chinese Government.

H.H.H. Prince Arisugawa, uncle of the Mikado of Japan, after a few days' stay at Vienna, has proceeded to Amsterdam.

The *Mosquito*, a screw composite gunboat, Lieutenant-Commander the Hon. F. R. Sandilands, arrived at Devonport on the 15th inst., and will "pay off" on the 7th prox.

Deputy Surgeon-General A. G. Young, recently promoted, has been appointed Principal Medical Officer of the Woolwich District. Mr. Young served in the Crimea, and was in medical charge of the 2nd Battalion 60th Rifles throughout the campaign of 1860 in China (medal with two clasps).

The *Lynx*, a double-screw composite gunvessel, 767 tons, 105-horse power, which was built by the Thames Shipbuilding Company and completed at Chatham Dockyard, sailed on the 16th inst. for China, she having been commissioned for service on that station by Commander Harris. The *Lynx* will relieve the *Zulu*.

H.M.S. *Superb*-west-aspirant of Leokino, Corfu, near the lighthouse, on the 16th instant. The *Zumbla* went to her assistance, and she was got off the same afternoon. The *Superb* is an armoured steam vessel of 9,700 tons and 6.80-horse power. She carries sixteen guns, and forms part of the Mediterranean Squadron. She is commanded by Captain Thomas Wardle, C.B., a street disturbance, which eventually assumed the proportions of a riot, occurred on the night of the 15th instant in Chatham, caused by some fifty bluejackets from H.M.S. *Constance* and *Lynx*, ordered for foreign service, who were allowed on shore. A large number of police and marines had to be called out, and after some rough encounters the ringleaders were taken aboard their vessels.

Captain Walter Stewart, R.N., who has been appointed to succeed Captain G. D. Morant in the command of the *Valorous*, served in the Crimean campaign, and the *Encounter*, 1862-64, in China, being present at several engagements against the Taiping rebels in the Ningpo district. At the capture of the pirate fleet in Chusan on the 19th and 20th Oct., 1862, he was in temporary command of the *Hardy*.

A Conference to consider the various schemes proposed for the abolition of the Opium Trade will be held at Queen Anne's Mansions, Westminster, on the 1st prox. Sir Joseph Peace, M.P., Mr. S. Morley, M.P., Mr. Alderman MacArthur, M.P., Mr. Richard, M.P., and Dr. B. W. Richardson, F.R.S., are announced to take part in the proceedings. Invitations for the Conference have been issued by the Earl of Shaftesbury.

Messrs. Scott & Co., Greenock, have launched an iron screw-steamer named the *Jawan*, of 1,800 tons register. Dimensions—length 272 feet; breadth, 35 feet; and depth 11 feet 6 inches. The engines will be 200-horse power nominal, and will be supplied by the builders. The vessel has been built to the order of Messrs. Swire and Sons, London, for the China trade. She is a sister steamer to the *Whampoa* and *Wooing*, recently built for the same firm by Messrs. Scott and Co. The *Whampoa* sailed for Shanghai on the 13th inst.

Advices from Kuldja report that the chief of the local administration made a tour of inspection in August last amongst all the Tarantji communities dwelling in the district of Kuldja, formerly belonging to Russia, who had previously expressed a wish to settle in Russian territory. He informed them that then was the most favourable time for their proposed emigration; and the Tarantji replied that as soon as their crops were harvested they would break up their homes and establish themselves within the Russian frontier. This they hoped to be able to do in October or November.

The Wreck Register for 1860-81, recently issued under the sanction of the Board of Trade, shows that the number of wreck casualties and collisions on the coast of the United Kingdom was 1,056, in excess of those of 1879-80, the number shown in the Register being 3,575, and resulting, unfortunately, in the loss of 984 lives. It should, however, be remembered that of these 3,575 wrecks only 701 cases involved total loss, and that there was loss of life from only 238, or about 1 in 18 of the vessels lost or damaged. After deducting 701 from the casualties of the year, the remainder is found to be made up of 1,314 more or less serious and 1,556 minor disasters.

We understand that Lieut.-Com. the Hon. F. R. Sandilands, of Her Majesty's ship *Mosquito*, has been specially mentioned for promotion in connection with distinguished service rendered during the late campaign. The *Mosquito* was on her homeward voyage from China when she was detained for service with Sir B. Seymour's squadron. A party of her crew took a prominent part in the landing at Chalouf on August 20, being the first to cross the Canal and to hold the position until re-inforced by the Highlanders.

The *Mosquito* rendered good service on several other occasions, and Sub-Lieut. Story, one of her officers, has been already promoted for gallantry at Chalouf.

Intelligence received at St. Petersburg from Kuldja states that owing to recent frequent attacks on the part of the Chinese and Khirgeas, a portion of the Russian Cossack force now stationed on the Mazar will be transferred to the disturbed districts. Orders have also been given to the Cossacks on the Chagros River to take note of and prevent all acts of pillage threatened by the Chinese. A corps of observation, composed of natives, has also been formed there for the assistance of the Cossacks. The latter have taken from the Chinese and Khirgeas 400 horses and a large number of cattle, and have handed them over to the Tarantchees and Dungans, who suffered by the recent attacks.

General W. C. E. Napier, who succeeded the late General Townshend as colonel of the 25th Regiment, served with the Borderers for thirteen years, joining them as ensign, and not leaving until he got his majority. General J. A. R. Raines, C.B., who is appointed to the Buffs, received his first commission in the regiment in 1842. He left it the same year, to join the 9th. General Raines saw much hard service in the Crimean and Mutiny campaigns, being repeatedly mentioned in despatches. As Brigadier-General he commanded the expedition from Aden into the interior of Arabia in 1865-66, when the troops captured and destroyed many towns and forts, including Ussala, the Fudhish capital, and seven cannon. He was last employed in 1876, in command of a brigade during the mobilisation that took place in that year.

The will (dated Sept. 27th, 1861) of Sir John Smale, formerly Chief Justice of Hongkong, who died Aug. 13th, was proved on the 15th ultimo by Dame Clara Smale, the widow, John Jackson Smale, and the Rev. William Smale, the sons, and Peter George Laurie, the executors, the value of the personal estate amounting to over £18,000. The testator bequeathed to his wife £500, and all his household goods and furniture, he makes no further provision for her, as she is already amply provided for. The dinner and tea services presented to him in 1861 by the Parsee and Co. (Hindoo) inhabitants of Hongkong, which, in obedience to the orders of the Secretary of State for the Colonial Service, he afterwards returned to them under protest.

he, being Attorney-General and a barrister in practice was entitled to receive fees and honaria, and which have since, by the directions of the subscribers, been held upon trust, as he should by will direct, he leaves to his wife, for life, and then to his children, as she shall appoint. His freehold property and the residue of the personally he distributes among his children and the son of his deceased daughter.

Captain G. D. Morant, R.N., who has been selected to succeed Captain E. Kelly in the command of the *Achilles* (Channel Squadron), served during the whole of the Burnside war of 1852-53, and in the Crimean campaign. As second lieutenant of the *Cormorant*, he took part in the engagements between the British Squadron in China, under the command of Vice-Admiral Sir James Hope, K.C.B., and in the attack on the Taku Forts at the entrance of the Peiho river in 1859, when that vessel and four gunboats were sunk by the enemy (China medal). He commanded the *Grasshopper*, gunboat, as lieutenant on the China Station, 1865-1866, in several successful operations against pirates, on one occasion being engaged for six hours with three pirate lorcas (mounting between twenty-eight guns), finishing the action by the blowing up of one lorca and the capture of the other two, taking the pirate chief and twenty-five of his men prisoners, and liberating five cargo junks with a portion of their crews, which vessels had been previously captured by the pirates. For this service he received the special commendation of the Lords Commissioners of the Admiralty and the then Minister for Foreign Affairs, Lord Clarendon, and was promoted to commander.

In accordance with the statement made by our German correspondent in our issue of the 6th inst., an official intimation has been conveyed to German shipowners and masters that in future they must be prepared to defend themselves against piratical attacks in the Far East. A circular has been issued by the Minister of Commerce, in which it is stated that in consequence of the recent plundering of the *Occident* in the China seas it is deemed necessary to call attention to the dangers to which vessels navigating or trading in Chinese waters are exposed, and to the necessity of providing, by a careful selection of the crews and by the provision of an adequate and suitable supply of weapons, for the repulse of attacks by pirates. It is admitted that it is the duty of the empire to protect its subjects in foreign parts; but at the same time it is pointed out that it may, on the other hand, be reasonably expected that German subjects shall take such precautionary measures as may appear to be dictated by the existence of well known dangers, and will not wantonly place themselves in a position which obliges them to call upon the State for protection. The Chancellor of the Empire has therefore decided that in future before any steps are taken in the interests of persons who have suffered from piratical attacks in Chinese waters, an inquiry shall be instituted as to the adequacy and completeness of the armament and strength and vigilance of the vessel attacked.

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Auctions.

PUBLIC AUCTION.

UNDER instructions received from the MORTGAGEE, Mr. J. M. GUEDES will Sell by Public Auction, on

TUESDAY,  
the 28th November, 1882, at 3 O'CLOCK P.M.,  
at the Premises—

ALL that PIECE or PARCEL of GROUND, situated in Second and Third Streets, Syring-poon, Victoria, Hongkong, and measuring on the North and South sides thereof respectively 105 feet or thereabouts, and on the East and West sides thereof respectively 150 feet or thereabouts, which said Piece or Parcel of Ground is registered in the Land Office as INLAND LOT No. 636, together with the 17 HOUSES thereon, known as Nos. 48, 50, 52, 54, 55, 56, and 60, Second Street, and Nos. 63, 65, 67, 69, 71, 73, and 75, Third Street; also 3 HOUSES, Nos. 24, 26 and 28, Centre Street, held for the residue of a term of 999 years, subject to the Annual Crown Rent of \$138.4.

The Premises will be Sold subject to the existing lettings and tenancies thereof.

For Further Particulars and Conditions of Sale, apply to

BRETERTON, WOTTON, & DEACON,  
Solicitors for the Mortgagors,

35, Queen's Road, Hongkong;

or to

J. M. GUEDES,  
Auctioneer, Hongkong.

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PUBLIC AUCTION.

UNDER instructions received from the MORTGAGEE, Mr. J. M. GUEDES, will Sell by Public Auction, on

THURSDAY,  
the 30th November, 1882, at 3 O'CLOCK P.M.,  
at the Premises—

ALL that PIECE or PARCEL of GROUND, situated at Victoria, in the Colony of Hongkong, abutting on the North thereof on Square Street, and measuring thereon 23 feet or thereabouts, on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on Tank Lane, and measuring thereon 73 feet or thereabouts, and Registered as INLAND LOT No. 274. Held for a term of 999 years.

ALSO

ALL that PIECE or PARCEL of GROUND, situated at Victoria aforesaid, abutting on the North thereof on INLAND LOTS Nos. 274 and 702A, and measuring thereon 80 feet or thereabouts, on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon 73 feet or thereabouts, and on the West thereof on INLAND LOT No. 274, and measuring thereon 80 feet or thereabouts, and on the South thereof on INLAND LOT No. 401, and measuring thereon 23 feet or thereabouts, and on the East thereof on INLAND LOTS Nos. 272 and 702A, and measuring thereon

# THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 25, 1882.

## Commercial.

### THIS DAY.

Noon.

Our prediction that Banks would reach the high figure of 160 per cent. premium before the end of the present year has been realised even sooner than we anticipated. After we went press yesterday shares changed hands at 156 for cash, and 158 for December 31st; but this morning offers to buy at 158 cash, and 160 for the end of the year are plentiful; there are, however, no sellers, and the stock may be described as being remarkably firm. Docks are rather in better odour than when we last wrote, a slight demand existing for the scrip at 55 per cent. premium for the end of January. Sellers decline to transact business on these terms. Luzons have been negotiated at 115 for December 31st; and they are now wanted at 114 cash. No other movements have been reported.

4 o'clock p.m.

With the exception of sales in Banks at 160 per cent. premium for cash, and 161 for December 31st,—the stock closing very firm with buyers at both these rates—we have nothing to add to our morning report.

### SHARES.

Hongkong and Shanghai Bank—160 per cent. premium, sales buyers.

Union Insurance Society of Canton—\$1,700 per share, sellers.

China Traders' Insurance Company—\$1,550 per share, sellers.

Northern China Insurance—Tls. 1,225 per share.

Canton Insurance Company, Limited—\$105 per share.

Yangtze Insurance Association—Tls. 850 per share.

Chinese Insurance Company—\$230 per share.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$105 per share, buyers.

China Fire Insurance Company—\$335 per share, sellers.

Hongkong and Whampoa Dock Company—54 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.—\$32 per share premium, sellers.

Hongkong Gas Company—\$80 per share.

Hongkong, Hotel Company—\$10 per share.

Indo-China, Steam Navigation Company, Limited—jar.

China Sugar Refining Company, Limited—\$105 per share.

China Sugar Refining Company (Débentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—\$114 per share, buyers.

Hongkong Ice Company—\$163 per share.

Hongkong and China Bakery Company, Limited—\$60 per share.

Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.

Chinese Imperial Loan of 1881—2½ percent prem.

### EXCHANGE.

On LONDON—Bank Bills, on demand ..... 3/8  
Bank Bills, at 30 days' sight ..... 3/8  
Bank Bills, at 4 months' sight ..... 3/8  
Credits, at 4 months' sight ..... 3/9  
Documentary Bills, at 4 months' sight ..... 3/9 & 3/9½

On PARIS—Bank Bills, on demand ..... 4/3  
Credits, at 4 months' sight ..... 7/3  
On BOMBAY—Bank, T.T. ..... 22/4  
On CALCUTTA—Bank, T.T. ..... 22/4

On SHANGHAI—Bank, sight ..... 7/1  
Private, 30 days' sight ..... 7/1

### OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$580.  
(Allowance, Taels 100.)

OLD MALWA ..... per picul, \$640.  
(Allowance, Taels 30.)

NEW PATNA (first choice) per chest, \$525.

NEW PATNA (second) ..... per chest, \$547.

NEW PATNA (without choice) per chest ..... \$550.

NEW PATNA (bottom) ..... per chest, \$555.

NEW BENARES (without choice) per chest ..... \$515.

NEW PERSIAN ..... per chest, \$390.  
(Allowance, Taels 8.)

OLD PERSIAN ..... per picul, \$355.  
(Allowance, Taels 64.)

### CHINA COAST METEOROLOGICAL REGISTER.

#### THIS DAY'S TELEGRAMS.

## Shipping.

### ARRIVALS.

SUTLEJ, British steamer, 2,136, A. H. Johnson, November 24th.—London 8th October, Bombay, Penang, and Singapore 19th Nov., General—P. & O. S. N. Co.

HUAI-YUEN, Chinese steamer, 964, Wilson, 25th November—Shanghai 21st Nov., General—C. M. S. N. Co.

DOUGLAS, British steamer, 982, S. Ashton, 25th November—Foochow 22nd Nov., Amoy 23rd, and Swatow 24th, General—D. Lapraik & Co.

THON KRAMON, Siamese bark, 475, T. W. Vorath, 25th Nov.—Bangkok 18th Oct., Rice—Siemssen & Co.

FIDRA, British steamer, 730, G. Farmer, 25th Nov.—Saigon 12th November, Rice—Bun Hin.

NAM-VIAN, French steamer, 435, Garceau, 25th Nov.—Haiphong 21st November, Pakhoi 22nd, and Hoilow 24th, General—Shing Loong.

SATSUMA, British bark, 364, Lord, 25th Nov.—Swatow 22nd November, General—Yuen Fat Hong.

CITY OF PEKING, American str., 5,070, G. Berry, 19th November—San Francisco 21st October, and Yokohama 13th Nov., Mails and General—P. M. S. S. Co.

ST. IDEC, French bark, 388, F. Durand, 16th November—Newchwang 7th Nov., Beans—Ed. Schellhas & Co.

CONSOLIDATION, British steamer, 766, W. E. Lindsay, 31st October—Bangkok 23rd October, Ricard General—Jardine, Matheson & Co. (Kowloon Dock).

CRUSADER, British steamer, 647, T. Rowin, 13th November—Saigon 7th November, Rice—Chong Wo Cheang.

DALE, British steamer, 644, E. Allison, 24th Nov.—Bangkok 13th Nov., Rice and General—Jardine, Matheson & Co.

DIANANTE, British steamer, 514, Cullen, 21st November—Manila 18th November, General—Russell & Co.

EALING, British steamer, 1,344, T. W. Salmon, 22nd November—Saigon 16th November, Rice and Paddy—Siemssen & Co.

EASINGTON, British steamer, 1,137, John G. Greig, 23rd Nov.—Bangkok 8th November, Rice—General—Master.

FAME, British steamer, 117, Stapani, (tug plying) Hongkong and Whampoa Dock Co.

FELICIA, German steamer, 893, Muller, 19th Nov.—Chefoo 13th November, Beans and General—Siemssen & Co.

FEI-LUNG, British steamer, 752, W. H. Allison, 22nd Nov.—Bangkok 12th Nov., General—Yuen Fat Hong.

GRENVIJ, British steamer, 227, D. Scott, 19th Nov.—Hobart 17th Nov., General—Adamson, Bell & Co.

HAINAN, British steamer, 283, Connor, 22nd Nov.—Sandakan and Borneo 15th Nov., Ballast—Birley & Co.

HONGKONG, British steamer, 67, April 14th—Kwok Acheong & Sons.

HUNGARIAN, British steamer, 987, Alison, 17th November—Melbourne 10th October, Newcastle 18th, Moreton Bay 22nd, Townsville 25th, Cooktown 28th, Thursday Island 31st, and Port Darwin 5th November, General—Geo. Stevens & Co.—Kowloon Dock.

LUSTANIA, German steamer, 787, P. C. Nickel, 21st November—Canton 20th Nov., General—Jardine, Matheson & Co.—Kowloon Dock.

MIRABAR, British steamer, 890, E. J. Duggan, 11th November—Canton 10th November, General—Jardine, Matheson & Co.

POTOSANG, British steamer, 983, Irvine, 24th Nov., Shanghai 21st Nov., General—Jardine, Matheson & Co.

YOUNG SIAM, Siamese ship, 701, W. Saxtorph, 20th Nov.—Bangkok 7th Oct., General—Chinese.

### PASSENGERS—ARRIVED.

Per Suite, str., from London, &c.—Miss Spark, Miss Gardiner, Miss Still, Rev. J. Main, Messrs. J. Cunningham, A. Harvie, and J. Blackmore, from London for Hongkong, from Venice—Mr. J. McBrown From Penang—34 Chinese and 9 cooks, and 5 Chinese for Swatow. From Singapore—Lieut. Knowing, R.N., Lieutenant Papillon, R.E., and servant, Sergeant Beavin, and 57 Chinese. For Yokohama—Mr. Gubbins, from London. For Shanghai—Messrs. A. Leach, Cushing, and Hargis, from London. From Venice—Messrs. Davidson, Dowdall, and Lammoni. From Bombay—Mr. Nathan. From Penang—Messrs. A. Smith and servant, J. Wilson, and J. Connell. From Singapore—Count Hwangdi, Major Coffey, Messrs. Cholmondeley and Brundrett.

Per Huan-yuen, str., from Shanghai—Messrs. Ching To Chai and Foo Tye Sui Chin, and 101 Chinese.

Per Fidra, str., from Saigon—6 Chinese.

Per Nam-siau, str., from Haiphong, &c.—1 European and 60 Chinese.

### REPORTS.

The Siamese bark Thon Kramon reports left Bangkok on the 18th October. From North Dampers had N.E. winds with high confused sea and heavy squalls to port. On the 20th and 21st had heavy gale from the N.E.

The Chinese steamship Huan-yuen reports left Shanghai on the 21st instant. Had moderate Southerly winds and thick rainy weather to Turnabout; thence to port had variable winds and unsettled weather and smooth sea.

The British steamship Douglas reports left Foochow on the 22nd instant, Amoy on the 23rd, and Swatow on the 24th. From Foochow to Amoy had fresh N. Easterly winds and clear weather. From Amoy to Swatow had light N.E. breezes and misty rain. From Swatow to Hongkong had fresh N.W. winds and thick rain.

Arrived in Hongkong on the 25th at 11:30 a.m. in Swatow H.M.S. Elizabeth, Chinese revenue cutter Ling-jeou, and the steamship King-pai, Blackhalles, Mysore, Tientan, Swatow, and Kwang-sang. The Company's steamer Awang left same day.

AGNES MUIR, British bark, 851, James Lowe, September 29th—London 14th June, General—Gibb, Livingston & Co.

ANNA, German bark, 447, W. Jessen, 26th Oct., Taron 9th October, General—Wieler & Co.

BENEDICTA, German schooner, 247, J. P. Jensen, 8th Nov.—Newchwang 1st Nov., General—Wieler & Co.

BONITO, German bark, 524, H. Haase, 14th Nov.—Newchwang 4th Nov., Beans—Wieler & Co.

CATHERINE MARION, British 3-m. sch., 287, W. M. Marden, 18th November—Newchwang 7th November, Beans and General—Wieler & Co.

CENTAUR, German bark, 468, Offerman, 24th November—Newchwang 12th Nov., Beans—Wieler & Co.

CHRISTIAN, German schooner, 250, C. Kossov, 8th November—Newchwang 25th October, Beans—Wieler & Co.

CONQUEST, American bark, 516, Carins, 20th Nov.—Newcastle 22nd Sept., Coal—Ed. Schellhas & Co.

COURIER, British bark, 320, Bartlett, 8th Nov.—Newchwang 10th October, Beans—Ed. Schellhas & Co.

HERALD (s.), Shanghai ..... Oct. 2

Bellerophon, Shanghai ..... Oct. 4

Glaucus (s.), Shanghai ..... Oct. 7

Aberdeen (s.), Shanghai ..... Oct. 9

Flintshire (s.), Japan ..... Oct. 9

Nyl Ghu, Shanghai ..... Oct. 17

Centurion ..... Hongkong ..... Oct. 18

Dartmouth ..... Manila ..... Oct. 18

CHRISTIAN, German schooner, 250, C. Kossov, 8th November—Newchwang 25th October, Beans—Wieler & Co.

C. F. SARGENT, American ship, 1,704, D. H. Atherton, 21st November—Cardiff 23rd June, Coals—Borneo Co. Limited.

DORA, German ship, 1,259, H. Meyer, 22nd November—Cardiff 1st July, Coal—Mehlchers & Co.

LEANDER, British bark, 846, (Hamilton)—Melville & Co.

Lewis and Hopkins, John Bunyan, British bark, 1,139 (Hilton)—C. & J. Trading Co.

John Paul, British bark, 373 (Brown)—Melville & Co.

Kolga, British bark, 541—Russell & Co.

Kumassago Maru, Japanese bark, (1,158)—M. B. Kreshia.

Leander, British bark, 846 (Hamilton)—Melville & Co.

Lewis and Hopkins, John Bunyan, British bark, 1,139 (Hilton)—C. & J. Trading Co.

John Paul, British bark, 373 (Brown)—Melville & Co.

Kolga, British bark, 541—Russell & Co.

Saturn, German bark, 483 (Maus)—Primrose & Co.

Sofia, Swedish bark, 280 (Pehrsson)—Russell & Co.

Zebina Goudie, British bark, 1,037 (Cook)—Melville & Co.

YOKOHAMA.

In Port on 11th November, 1882.

ADA, British schooner, 73 (J. Goldie)—H. Cook, Alen, American bark, 1,154, (Fraser, Farley & Co.)—Black Diamond, German bark, 670 (Boyd)—P. Bohm.

Diana, American schooner, 75 (Peterson)—Capitan.

Elmira, Amer. bark, 656 (Staples)—Walsh, Hall & Co.

Else, German brig, 287 (Holm)—P. Bohm.

Frank Carville, British ship, 1,489 (Chapman)—A. J. Macpherson.

Helena, American schooner, 42